

For EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

NOW READY.  
THE  
DIRECTORY & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,499. 號九十九百四千六萬壹第 日四十月二年三統宣 HONGKONG, TUESDAY, MARCH 14th, 1911. 二拜禮 號四十月三年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

THE  
NEW  
VICTROLA  
XIV.  
COMBINED  
CABINET  
AND  
MACHINE

A PERFECT MUSICAL INSTRUMENT.

RECITALS DAILY.

S. MOUTRIE & CO.,  
LIMITED.

[a30-5]

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATKINS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.R.A., Actuary.

A strong British Corporation. Registered  
under Hongkong Ordinances and under Life  
Assurance Companies' Acts, England.

Insurance in Force ... \$37,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,556,559.00  
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao, and the  
District Manager. B. W. TAPE, Esq.,  
District Secretary. and the  
Philippines.  
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
T. F. HOUGH, Esq.  
C. J. LAURENTZ, Esq.

[a351]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.

In Casks 375 lbs. net  
In Bags 250 lbs. net

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April, 1908. [a1364]

DAVID COBSAR & SON'S  
MERCHANT NAVY  
NAVY BOILED.  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNOLD, KARBURG & CO  
Sole Agents.

1404

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every hour.

SATURDAY.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON  
General Managers.

Hongkong, 1st April, 1909. [a113]

MACGREGOR'S  
V. O. S.  
WHISKY.

As supplied to the House of Lords, the House of  
Commons, London, and the Houses of Parliament,  
Canada.

CALDBECK,  
MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS

92a

MITSU BISHI DOCKYARD  
AND ENGINE WORKS.

A1, A.B.C. Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condenser, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	450 Feet.	580 Feet.
Breadth	56	66
Draft	22	26

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Shearlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a589]

LONG HING & CO.,  
PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

PHOTO GOODS of every description, EASTMAN  
KODAKS and CARBINE CAMERAS, &c.  
FRESH KODAK FILMS IN STOCK.  
DEVELOPING AND PRINTING A SPECIALITY.

[a257]

CANTON, MACAO AND  
WEST RIVER  
STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company or  
Messrs. THOS. COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions, Opposite Hongkong Hotel.

144

LANE, CRAWFORD & CO.

CUTLERY DEPARTMENT

A LARGE SELECTION OF

RODGER'S AND BUTLER'S  
CELEBRATED SHEFFIELD  
POCKET AND TABLE CUTLERY.

RAZORS IN BEST SHEFFIELD MAKES  
FROM \$1.50 EACH.

LANE, CRAWFORD & CO.

[a23]

HIS MAJESTY KING GEORGE V. has graciously  
granted a ROYAL WARRANT OF APPOINTMENT  
as FURNITURE MANUFACTURERS to HIS  
MAJESTY to:—

C. LAZARUS & CO.,  
60 & 61, BENTINCK STREET,  
CALCUTTA.

[a747]

WEISMANN, LTD.  
BAKERS.  
CONFECTIONERS.  
CATERERS.  
RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[a54]

FOR SALE

FOR SALE OR TO LET.

"KENNIS," 76A, PEAK; SEVEN  
ROOMS; Large Verandahs;  
American heating apparatus installed, making  
the House dry and comfortable throughout the  
year; Vegetable and Flower Gardens, Croquet  
Lawn. 15 minutes' walk from Tram, 7 minutes  
by Rickshaw. One of the best situations at the  
Peak. Cool in Summer, Warm in Winter.

Apply—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 2nd February, 1911. [a270]

WANTED

OFFICE Wanted, in Central Locality.

Apply—  
"X. Y. Z."  
Care of "Daily Press" Office.  
Hongkong, 23rd January, 1911. [a215]

WANTED.

A T Canton. Experienced STENOGRAPHER.  
State full particulars.

Apply to—  
"K.G."  
Care of "Daily Press" Office.  
Hongkong, 24th February, 1911. [a359]

FOR SALE.

REMAINING Portions of MARINE  
LOTS 31 and 36, at PRAYA EAST.  
Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD  
IN LOTS TO SUIT TENANTS OR  
PURCHASERS.

MARINE LOT  
No. 285  
EXTENSIVE WATER  
FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., LTD.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS  
OF THE MEETINGS OF THE  
LEGISLATIVE COUNCIL for the  
Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910.

TRY OUR  
CORNED PORK  
AND  
CORNED BEEF.

Pickled by our European Butcher on the  
premises.

THE  
DAIRY FARM CO., LTD.

[a36]

JUST UNPACKED!

A Splendid Assortment of  
LADIES' FOOTWEAR.

50 STYLES,  
VARIOUS PRICES.

All British Manufacture.

Call Early before we are Sold Out.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.  
Hongkong, 28th February, 1911. [a38]

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [113]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers, General  
Storekeepers and Shipchangers. Nos. 35 & 37,  
HING LOONG STREET, (2nd St. west of Central  
Market). Telephone No. 515. [a39]

"WITH DOG AND GUN IN THE  
NEW TERRITORY."

BEING the Series of Articles recently  
contributed to the "HONGKONG DAILY  
PRESS" by "Sportman," reproduced in book  
form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRA.  
[a31] A. F. DAVIES, Manager.

KING EDWARD  
HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (at  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a224]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light Throughout and Fans,  
Large and Comfortable Lounges, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of  
the latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Tiffin and  
Dinner. Special Rates for married families on  
application to

J. H. OXBERRY,  
Manager.

FREDERICK REICHMANN,  
Proprietor.  
(late Manager of J. H. LYONS (Trocadero)  
leading Cafeterias in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT"  
Hongkong.  
Hongkong, 1st September, 1910. [a43]

"BRAESIDE."  
PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy  
and Well Furnished Rooms, every house comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to—  
Mrs. F. W. YATTS.  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL

SHAM-POON-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-POON."  
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FAIRVIEW, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.

387

DENTISTRY

DR. M. H. CHAUN.  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the  
University of Pennsylvania, U.S.A.  
Telephone 126  
Hongkong, 27th January, 1910. [a408]

SIEN TING  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE  
Consultation Free.

Hongkong, 21st September, 1905. [1083]



## INTIMATION



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS.

## BRANDY:

	Per case of 1 doz.
A-SUPERIOR PALE, Red Capsule ... ..	\$20
B-SUPERIOR OLD COGNAC Red Capsule ... ..	23
WATSON'S ... COGNAC, Gold Capsule ... ..	23
C-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ... ..	2
D-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ... ..	35
E-FINEST OLD BROWN BRANDY, Gold and White Capsule ... ..	40
HENNESSY ... ..	30
ROUTELEAU'S CHAMPAGNE LIQUEUR ... ..	1 40
FINE PALE COGNAC (Marie Brizard & Roge's) ... ..	\$20 30
O. F. V. O. COGNAC (Marie Brizard & Roge's) ... ..	64 80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roge's) ... ..	100 00

Note—For Hongkong the above prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON &amp; CO., LIMITED, ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address:—PRESS. Codes: A.B.C. 5th Ed. Letter. P. O. Box, 34. Telephone No. 12.

## BIRTH.

On March 9th, at Shanghai, to Mr. and Mrs. J. R. LYNNE, a daughter.

## MARRIAGE.

On March 8th, at Shanghai, MEYER MOSES COHEN, of Jacob Sassoon Mills, Bombay, to LIZA ELIAS, of No. 16, Quinson Road.

## DEATHS.

On February 2nd, 1911, at Roturus, N. Z., ALBERT CURTIS DULOKEN, barrister-at-law, late of Grahamstown, Cape Colony, and formerly Editor of the Hongkong Daily Press. Aged 70 years. [443]

On February 26th, at Newclaw, Mrs. CAROLINE FARMER. Aged 59 years.

On March 7th, at the General Hospital, Shanghai, E. H. ROCKSTROH (Kolkmeier & Lockstroh, Hankow), aged 41 years.

On March 8th, at the General Hospital, Shanghai, JAMES FRANCIS PREVOST, chief engineer, China Merchants' S.N. Co., aged 71 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, MARCH 14TH, 1911.

How it is that the vices of the "effete" East should have originated in Europe is a difficult question to answer, more especially if we take into consideration the still commonly held belief that the nations of the East have a prior claim to the word "civilization." It was in Asia that the original Garden of Eden was supposed to have been situated, and therefore it was to Asia that the European looked when he sought his birthplace, the cradle of his species, the home he had so long abandoned for a purer air, and where he had left his ancestors to stumble along and produce their kind on a level of contentment, if not on the decline of degradation, while he rose to higher things. Modern science, however, is not so certain that Asia is the mother of

the human race. She may be; it will not say absolutely that she is not; but it is claimed that Europe can show at least a very respectable antiquity as the abode of man. For instance, the gentleman who left his skull in the cave in the Neander Valley, probably more than a hundred thousand years ago—a few thousands more or less make little difference—would seem to imply that Europe even then, afforded scope for an honest, if predatory, living. But even thousands of years before this gentleman lay down to die in the cave in the Neander Valley, the human race flourished in Europe. How many thousand years before cannot be exactly stated, but there are indisputable traces of man's residence in Europe at an early period when the climate was warm and the elephant, rhinoceros and the hippopotamus roamed over the land. The abundant large flint implements found with the remains of these animals testify to the presence of man and testify that then, as now, his idea of a holiday was to go out and kill something. Thus man has been present in Europe for many hundreds of thousands of years, and although, of course, this does not dispose of his Asiatic origin, it clearly shows that Europe is by no means the youngest of the continents. There is, moreover, evidence that Asia has been overrun by tribes from Europe. Just as there is evidence that Europe has been overrun by tribes from Asia, but from which continent the migration first came cannot be stated. There is no doubt that the glacial epochs drove man to South Europe, where the highest civilisation was reached, and at a time when the Mediterranean was not, even Africa may claim to rank with its northern neighbours. Under these circumstances the "worn-out" civilisations of the East take on another aspect. Are they not rather stages in civilisation through which Europe has passed, and European domination in Asia but a continuance of more or less unbroken attack? That a certain amount of arrested development exists there can be no doubt, but there is evidence to show that progress in Asiatic countries proceeds exactly on the lines of progress in European countries. When foreigners first went to Japan they found a feudal system in full development which closely resembled the feudal systems of the Middle Ages in Europe, and Japanese history shows us that this feudal system was preceded by a period when the country was peopled by warring tribes, each under their own chiefs or kings. Outside pressure hastened political changes, but had Japan been left in her seclusion there is little doubt that a few more decades would have seen the feudal system destroyed and the beginnings of popular government established. Thus the same political developments are to be seen in the East as in the West, but in a lesser degree, and to affirm that the West has outstripped the East, or that the East has lagged behind the West, is to affirm things about which nothing certain can be said. We began by speaking of the vices of the "effete" East, and it is curious that the vice which is regarded as most distinctly Asiatic should have originated in Europe. Seven thousand years ago, in the so-called Stone age, the lake dwellers of Switzerland were cultivating poppies, apparently for the oil in the seed. In the South of Europe and on the Mediterranean shores of Africa the opium poppy—or rather the wild poppy of which the opium poppy is a cultivated variety—was grown perhaps two thousand years ago. The Greeks were acquainted with the somniferous properties of the sap, which was used as medicine, but chiefly it was cultivated for the oil. Now this variety of poppy does not grow wild in Asia; it was apparently introduced into Persia, India and China by Arab traders, as the narcotic juice seems to have been largely used by Arabians for the pleasurable effects produced. It appears to have reached India about a thousand years ago, although no doubt the drug was imported before that time, and five hundred years ago it was an article of trade between India and China. The cultivation of poppies, however, apparently was only begun in China some two hundred years ago, when the Chinese hit upon the plan of inhaling the fumes by burning the drug—the so-called opium smoking. Here we see the introduction of a narcotic from the West to the East and the question arises why the West has been able to escape from its influence while so many Eastern nations have succumbed? This is more especially curious when we remember that tobacco, also introduced to the East from the West, is now as popular in Europe as in Asia and other parts of the world. Whatever be the cause of this comparative indifference to opium in Europe, it remains a fact that its use and cultivation were imported from the West, and thus an Asiatic vice turns out to be not peculiarly Asiatic at all.

At the Magistracy yesterday seven Chinese were convicted by Mr. Hallifax of being rogues and vagabonds, and each was sentenced to one month's imprisonment.

The Variety Company of H.M.S. Minotaur are giving a grand variety entertainment in the Sailors' and Soldiers' Home, Arsenal Street, on Thursday.

It is announced that Mr. H. Schmidt will take charge of the Hongkong office of the Hamburg-America Line during the absence of Mr. C. G. Gok.

Mr. A. Taylor, the billiard player, reports to the police that on Saturday night he was attacked by three richa coolies and robbed of a gold watch and \$250.

An Indian watchman, for behaving in a disorderly manner in Spring Garden Lane, was ordered by Mr. Hallifax at the Magistracy yesterday to pay a fine of \$3, the alternative being ten days' imprisonment.

The construction of an armoured cruiser of 26,000 tons will be commenced at Yokosuka next October. The vessel will be a sister ship to the cruiser ordered from Vickers, Sons & Maxim last year.

We direct the attention of our readers to the announcement in our advertisement columns of the Aviation week arrangements. Mr. Charles van den Born will make flights in his biplane at Shatin on Saturday, Sunday and Monday next.

The Concert in aid of the Incorporated Soldiers' and Sailors' Help Society, which was postponed from March 2nd, will take place in the R.E. Theatre, Wellington Barracks, on Thursday, March 23rd, at 9.15 p.m. It will be followed by a comedy entitled, "A Golden Wedding," by Eden Philpotts.

There were nineteen cases of small pox reported in the Colony last week—fourteen being in the city of Victoria. All were Chinese cases, and two are described as "imported."

The only other cases of communicable diseases reported last week were one Chinese (imported) case of enteric fever, and two cases of diphtheria, one British and the other Chinese.

Changsha is fast becoming a port of some consequence, the building contractors having their hands full. A new Customs House has been built, as also a large red brick dwelling house for the Standard Oil Co., and new godowns for Messrs. Butterfield & Swire. The Band is also under construction, which, when finished, will cover a stretch of three miles, while the railway has made such progress that locomotives are running at the back of the city.

Another improvement, which must be a great boon to the port, is a large recreation ground situated on the island.—Central China Post.

At a meeting held in the office of Messrs. Jardine, Matheson & Co., Ltd., at Shanghai last week it was decided to form a Cotton Anti-Adulteration Association. Mr. E. C. Pearce presided and explained the objects of the association, and the following Committee was appointed to draw up proposals:—Representatives of the Tungchow, Ningpo, Shanghai, Tientsin, and Hankow Cotton Guilds; Messrs. Fujie and Baba, representing the Japanese; Mr. Woulton, of the International Co.; Mr. Arnold, of Mr. Bahremeister, of the Soay Chee Co.; Mr. A. Brooke-Smith and Mr. E. C. Pearce.

An interesting route march and sham fight took place last week in the Jessfield district, Shanghai, between the German Co. S.V.C. and detachments of men from the Austrian cruiser Kaiser Franz Joseph I., and S.M.S. Luise. The men, reports the Mercury, assembled on the Bund about 7 a.m. with field guns, hospital equipment, bicycle ambulances, etc., and in full marching order marched out the Nanking Road. Reaching their destination the forces were divided and a sham fight took place, during which the surrounding country was well explored and valuable information gained. The decision went in favour of the naval men, and after the "cease fire" had sounded, the men, well bespattered with mud, marched back to the Bund for shore, where a march past took place, Captain Schellhaus and several naval officers being at the saluting point.

## HONGKONG CHAMBER OF COMMERCE JUBILEE.

This year the Hongkong General Chamber of Commerce attains its jubilee, and it is intended to celebrate the occasion by a banquet which will be held as soon after the annual meeting as may be found convenient. A circular, we understand, has already been issued to members of the Chamber, and a large number of favourable replies have already been received. It is expected that H. E. the Governor will be present on the occasion, and the banquet promises to be one of the largest ever held in the Colony.

## DEATH OF MR. A. C. DULOKEN.

There are still residing in Hongkong some who can remember Mr. Albert C. Duloken, barrister-at-law, who in the early seventies was editor of the Hongkong Daily Press. Previously he had been associated with Mr. D. Warren Smith on the old Recorder at Shanghai, and both subsequently joined the Daily Press. Mr. Duloken, we believe, left Hongkong about the year 1875, and until a year ago practised his profession as a barrister at Grahamstown, South Africa. Having spent upwards of ten years in the Far East, Mr. Duloken continued throughout his life to take a close interest in the affairs of China and was from time to time a valued contributor to our columns. He retired from professional work about a year ago and news reaches us from New Zealand of his death at Roturus, at the age of 70. He leaves a widow, to whom our deepest sympathy is extended.

## THE DES VŒUX ROAD TRAGEDY.

## HOW THE MANIAC WAS SHOT.

Further particulars regarding the startling tragedy which occurred in Des Vœux Road early on Sunday morning were furnished our representative at the Police Headquarters yesterday. The Chinese who ran amok, as formerly stated, wounded eleven men, and three subsequently succumbed to their injuries, while the principal in the drama was mortally wounded by a police bullet. It appears that after the madman had wrought such havoc among the inmates of the boarding-house he took refuge in a kitchen at the rear of the building on the ground floor. There, concealed by the darkness, and carrying a chopper in either hand, he awaited the entry of the police.

To the credit of the men of the force who were present be it said that they were ready and willing to go where, if not certain death, at least serious injury awaited some of them. But Mr. P. J. Wodehouse, the Deputy Superintendent of Police, who was in attendance, was unwilling to expose his men to unnecessary danger so long as other means of securing the lunatic remained.

There was but one narrow passage leading to the dark kitchen in which the foki took shelter, and this led from the front on the ground floor. Separating the front room from the kitchen was a basement or well, and in the front wall of the kitchen was a narrow open space, presumably made to comply with the requirements of the Public Health and Buildings Ordinance. In the left-hand wall of the basement was another small opening, secured by iron bars, and from this a glimpse into the interior of the kitchen could be obtained. The only other point from which a view of the kitchen was possible was the passage way leading to the kitchen on the first floor, and from either of these points of vantage, owing to the darkness within, the view was but a hazy one.

Persuasion failing to induce the madman to leave his retreat, Mr. Wodehouse first decided to try the effect of the hose which has on more than one occasion proved an effective weapon to use on Chinese. But this proved of no avail, as the man in the darkness was able to dodge the stream of water. Then, as glimpses of the foki were obtained as he moved about within, Mr. Wodehouse told his men to fire with the object of slightly wounding him. Several shots were fired, but without effect. The police, as stated, bravely volunteered to rush the room, but this the Deputy Superintendent would not allow, as it was only possible for one man to pass through the narrow doorway at a time, and the alert and desperate man within could have wrought great havoc on the constabulary whose transition from light to a darkened room would have partially blinded them.

Then there was a suggestion that the police should enter with fixed bayonets, but as this meant almost certain death to the madman, the idea was abandoned. While the efforts mentioned were being made to dislodge the foki, other members of the force were engaged digging a hole through the concrete of the kitchen floor above. From this the refugee was visible, and again the hose was tried, but without avail. The hole was then enlarged and Mr. Wodehouse ordered one of his men to aim to "wing" the lunatic. The carbine was discharged, but the darkness did not lend accuracy to the aim. The foki fell, mortally wounded, and as previously mentioned, died on the way to hospital. No further deaths are reported among the eight injured men in hospital.

## A DISHONEST OFFICE BOY.

A Chinese who was engaged by Messrs. Cooper & Co., of 77, Wyndham Street, on the 9th instant, to act as office boy, was charged before Mr. J. L. Wood at the Magistracy yesterday with attempted robbery. According to the story told the Magistrate the defendant, on the day of his engagement, went to a locksmith, told the latter his master had lost the key of the front door of his shop, and asked him to inspect the lock and make a new key. The locksmith did as desired, and at 7 o'clock on the night of the 10th instant the defendant went to the locksmith and asked him to walk with him to the shop to see whether the key would fit the lock of the door. The locksmith accompanied the boy to the shop and opened the door. Then the defendant asked the price, paid the mechanic his money and told him he could go, as his master would be returning shortly. When the locksmith had left, the defendant, in tampering with the key, broke it in the lock. Then he entered the office and attempted to break open one of the drawers of the office writing desk, in which he knew the key of the safe was kept. The safe at this time contained about \$4,000. Failing to force open the drawer, the defendant capsize the desk, and the noise this piece of furniture made in falling led to his undoing. A Portuguese youth named Silva, attracted by the noise of the fall, went to the complainant shop to see the cause, and on arrival there he found the defendant breaking open the bottom of the desk. Mr. Cooper, being informed of what was happening, notified the police, and the office boy was caught red-handed. Part of the broken key was in his possession when he was arrested. His Worship sentenced the defendant to three months' imprisonment with hard labour.

## A SHANGHAI SHIPPING CASE.

The British-American Tobacco Co. at Shanghai are claiming from the Chinese Engineering and Mining Co. the sum of \$21,261 for alleged damage to cargo shipped by plaintiffs in a vessel chartered by defendants. The cargo in question was dispatched to Chingwangtong by the Norwegian steamer Anna, which encountered very heavy weather on the way, and it was alleged that the cargo was damaged by water owing to the fracture of a sounding pipe. The plaintiffs contended that having regard to the fact that the pipe was there the cargo ought to have been stowed differently. His Lordship, after hearing the evidence served his decision.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE PLAGUE IN THE NORTH.

MORTALITY AMONG CHINESE DOCTORS.

LONDON, March 13th. It is reported from St. Petersburg that eighteen out of nineteen Chinese doctors engaged in the hospital at Kwang Chang-tse died of plague, and that the hospital is to be burned.

## RUSSIA AND CHINA.

"ULTIMATUM MUST BE PRESENTED."

LONDON, March 13th.

The "Novoye Vremya," one of the leading newspapers of St. Petersburg, declares that further discussions with China (regarding Treaty rights) are useless and that an ultimatum must be presented.

## SERIOUS SITUATION IN MEXICO.

LONDON, March 13th.

A message from New York states that the Mexican Government has decided to suspend constitutional guarantees throughout the Republic.

Four American warships have been ordered to visit Mexican ports with the object of virtually patrolling the coasts.

Don Limantour, the Mexican Minister of Finance, interviewed at New York, stated that when an armed force crosses the border of a neighbouring Power without invitation and without permission, it means invasion and occupation, and that means war.

## A BATTLE.

LATER.

A telegram from Douglas (Arizona) reports that a battle among Mexicans occurred on Sunday at Aguaprieta.

Five hundred insurgents emerged from a canyon and were attacked by 300 Federal troops.

The rebels finally withdrew.

Thirty-five persons were killed.

Thousands of spectators watched the engagement.

## A TIT-BIT.

SIR FRANK NEWNES' STORY OF HIS FATHER'S FIRST VENTURE.

Some interesting details of the founding of THE BITE were related by Sir Frank Newnes at the conference of the Newsagents, Book-sellers, and Stationers' National Union at Edinburgh.

"My father was reading to my mother a story from some evening paper" (to quote a report of Sir Frank's speech in the Newsagents' Review), and the thought struck him, "Why cannot somebody bring out a paper with nothing but interesting tit-bits like this."

"My father was passing a restaurant, and it struck him that he might make something from this. He took a place, got a lot of waiters, and opened a vegetarian restaurant one day at 12 o'clock, and by 12.30 everything was eaten up. He ran this for a few months, and made a good deal of money, and ultimately, with the money obtained from the shop he started THE BITE."

"The first offices of THE BITE were in a basement, for which he paid the magnificent rent of 3s. 6d. per week. The day before publication he went with a four-wheeler round to all the newsagents and left a copy on the bookstalls. Can you imagine the modern newspaper proprietor going round in a four-wheeler?" (Laughter.)

The day THE BITE came out he engaged 100 boys of the Boys' Brigade, and 5,000 copies were sold. From that time the paper had never looked back."

## WALTZED FOR TWO HOURS.

ENDURANCE COMPETITION IN A BRUSSELS CAFE.

M. Jean de Breucher and Mele. Jeanne Goossens achieved the feat of waltzing steadily for two hours and five minutes at a waltzing competition which was held at the Café Grand-Place, Brussels on the 11th ult.

Seven couples had entered for the prize, but after the first hour five of them gave up the attempt. Then the excitement of the evening began. Two couples remained, and both seemed determined not to be outdone by the other.

The spectators grew giddy with watching them, but the dancers were indefatigable. Twelve different waltzes had been played by two orchestras, who relieved each other at intervals without a pause in the music, and still the waltzers waltzed and never once fell out of time. They were well on in the second hour when at last one of the couples retreated almost exhausted and left the floor, and the waltzers sped round the room for another five minutes before they claimed the prize.

Neither of them appeared to be very tired, and they declared that they could have gone on all night, except that they were parched with thirst.

## LOCAL SPORT.

## BOXING.

Mr. H. Marriott, as the promoter of the boxing tournament at the City Hall on Saturday night, asks to be allowed to convey his thanks to the public for the patronage extended to him, and adds:—"I think that the public was satisfied with the fighting, but unfortunately they did not agree with the referee's decision. For this I am very sorry. The referee who had promised to give his services was objected to by one of the principals in the main event on the grounds that he (the referee) had a challenge to issue on behalf of one of his pupils to the winner of the fight. That was the reason for the change of referee." Mr. Marriott adds that this was his first venture in the promoting line, and, although not a success financially, was, he ventures to say, a decided success, from the fighting aspect. He intends to promote another fight in the near future, and hopes that the public will again extend their patronage to him as they did on Saturday night.

## GOLF AT SHANGHAI.

Playing in the semi-final of the Hong Four-somes Competition at Shanghai the Hongkong Bank couple, T. F. Longmuir and A. C. Paddy, beat by 2 up and 1 to play C. E. Auton and T. S. Forrest, who represented Jardine, Matheson & Co. The finalists are therefore Longmuir and Paddy (Wingfoong) and E. F. Mackay and A. R. W. Menzies (Butterfield & Swire). Owing to the numbers of matches to be played at the present moment, the final will not take place for two or three weeks yet.

## THE YOKOHAMA SPECIE BANK, LTD.

Mr. Suzuki, manager of the Hongkong branch of the Yokohama Specie Bank, informs us that a telegram has been received from the head office of the Bank to the effect that at the half-yearly meeting of shareholders, held at the head office of the bank at Yokohama on the 10th inst., it was resolved to pay a dividend of 12 per cent. per annum for the last half-year ending 31st December, 1910; to add to the reserve fund Yen 2,000,000; to carry forward the sum of Yen 1,187,000.00 to the next account; to increase the capital to Yen 48,000,000.00; and to add to the list of directors the names of Yajunaka Inouye, Esq., and Baron Koyata Iwasaki.

## HONGKONG LAW AT SHANGHAI.

The following dialogue is extracted from the report of a case in the Shanghai Court last week in which the Hongkong and Shanghai Banking Corporation are petitioning for the winding up of the Shanghai Oil Co.

Mr. Wright—Of course under the Imperial Acts and the Hongkong Ordinances.

His Lordship—I don't know anything about the Hongkong Ordinances. I don't think they apply.

Mr. Wright—I don't wish to raise that point now, but it is a matter of importance to Shanghai and will be raised in the course of this action.

His Lordship—English law applies here, not Hongkong law. If English law applies Hongkong law, very well.

Mr. Wright says that the point was whether in winding up a company the company was going to observe the conditions of the Hongkong Ordinances or not.

His Lordship—They don't apply here. I don't see how when the Order is made, it says that English law applies, Hongkong law applies. If English law applies Hongkong law, then very well.

Mr. Wright—That is what I say that it should do. It should assume jurisdiction.

His Lordship—A Court does not assume jurisdiction.

Mr. Wright—As I read Mr. Bourne's judgment he only goes so far as to say that Part 8 of the Companies (Consolidation) Act, 1908, applies here.

His Lordship—That applies certain other portions of the Act in certain circumstances.

## SCANDAL IN MANILA POLICE FORCE.

Five months' imprisonment was the sentence handed down on March 9th by Judge Crossfield in one of the three graft cases tried in his court against George E. Brown, a plain clothes man of the Manila police force, says the Cables.

In the cases of the other six men, John Walcott, Simeon Reyes, Juan Santos, Pedro Cruz, Eugenio Samio and Pedro Hernandez and in the other two cases against the same defendant Brown, the sentence of the court was that they be disqualified from holding public office in the Philippine Islands for the period of three and a half years and receive a public censure.

In summing up the evidence in the seven cases Judge Crossfield found that the charge of graft had not been proved, inasmuch as it had been shown that the defendants had been instructed by their chief not to concern themselves with opium smokers unless they happened to catch them in the act of smoking the prohibited drug. That is to say, they were not to go out of their way to look for them or to raid houses in which they were suspected to be, but being the work of the internal revenue police, whose organization was specially adapted for that work.

Judge Crossfield found that this being so, the fact that the accused had received the money they were charged with having received brought their crime under the classification of receiving presents of money and articles of value while in the employment of the government whose interests they were enmeshed with.

Only in the case of Brown did Judge Crossfield find that he had actually received money by the way of a bribe not to take into custody two Chinamen who had fallen into his hands while in the act of using the prohibited drug.

All these cases arose out of certain charges brought by the prosecuting attorney against the accused for having received bribes for the protection afforded by them to the places of business conducted by the Chinamen By Boon, who conducted opium smoking and morphine injecting dens.

The cases were tried recently and created no small amount of excitement in police circles owing to the breaches held out by the prosecution that similar charges would be filed against other members of the force.

The consequences arising out of the affairs of the Sink-Indonesian Rubber Concession, Ltd., remarks the Shanghai Mercury, appear to be agitated. The latest development was at first imagined. The subject is the issue of a writ of summons by Dr. Nijhuis against Dr. R. J. Marshall for alleged slander.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to **DAILY PRESS ONLY**, and special business matter **THE MANAGER**. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 35. Telephone No. 12.  
Telegraphic Address: Presses Codes: A.B.C.  
5th Ed. Leiber's.

## NEW ADVERTISEMENTS

## NOTICE

**HAMBURG-AMERIKA LINIE**,  
Hongkong Office.

**DURING** the absence of the undersigned, **Mr. H. SCHMIDT** will be in charge of this Office.

C. G. GOK  
Hongkong, 13th March, 1911. [444]

## WANTED

**JUNIOR EUROPEAN CLERK.**

Apply by letter to—**"JUNIOR,"**  
Care of "Daily Press" Office,  
Hongkong, 14th March, 1911. [445]

For **SINGAPORE, PENANG AND CALCUTTA.**

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

**THE Steamship**

**"LIGHTNING,"**  
Capt. E. P. Smith, will be despatched for the above Ports on **SATURDAY**, the 18th inst., at 1 P.M.

For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.,**  
Agents.

Hongkong, 14th March, 1911. [442]

**REGULAR STEAMSHIP SERVICE.**

(WITH LIBERTY TO CALL AT MALABAR COAST).  
Proposed sailings from Hongkong.

For **BOSTON AND NEW YORK.**

**S.S. "GHAZEL,"** On or about 7th April.  
For Freight and further information, apply to  
**RODWEILL & Co., Ltd.,**  
Agents.

Hongkong, 14th March, 1911. [446]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY**

**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**

**THE Company's Steamship**

**"AUSTRIA,"**

Captain Raudich, will leave for the above places on **SUNDAY**, the 19th inst., at 10 A.M.

This Steamer has special accommodation for passengers. Electric light, carries a doctor and a stewardess.

For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
Agents.

Princes' Buildings.  
Hongkong, 14th March, 1911. [3]

**THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADER REPORT**

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Crime in Hongkong.

Another International Question at Macao.

Rumoured Boxer Outbreak.

Consular Registration in China.

Concerning Passports.

Opium Questions.

Government House.

Far Eastern Association of Tropical Medicine.

Hongkong News.

Hongkong Legislative Council.

Canton News.

The Ministering Children's League.

The Plague.

Hongkong University.

Chinese History.

Alice Memorial and Affiliated Hospitals.

Pirating a Trade Mark.

Another Piracy.

The Burma-Yunnan Boundary.

The Trade of Kweichow.

Chaffeur Charged with Manslaughter.

Death of Dr. L. Pereira Marques.

S.S. "Coblenz" in a Typhoon.

Accident to the S.S. "Minnesota."

Forthcoming Airship Flights at Shatin.

Sporting Notes.

At the Manila Carnival.

Interport Polo at Macao.

Retirement of a Shanghai Architect.

Reviews.

Kia-Ying.

Dr. Kinsato on the Plague.

Company Reports—

Kowloon Land and Building Co., Ltd.

Luzon Sugar Refining Co., Ltd.

China Sugar Refining Co., Ltd.

Company Meeting—

Hongkong and Kowloon Wharf and Godown Company, Ltd.

The Kowloon Land and Building Company, Limited.

The China Fire Insurance Co., Ltd.

Hongkong Fire Insurance Co., Ltd.

Chartered Bank Dividend.

Correspondence:

Crime in Hongkong.

The International Incident at Macao.

Supreme Court.

Hongkong Church Missionary Association.

Interesting Wedding at St. John's Cathedral.

Chinese Runs Amok.

A Missionary on the "Yellow Peril."

Institution of Engineers and Shipbuilders.

Optim Saugling.

Bund Frontage at Hankow.

Steamers Sold.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 14th March, 1911.

## NEW ADVERTISEMENTS

## HONGKONG AVIATION WEEK.

**CHARLES VAN DEN BORN,**  
BIPLANE AVIATOR.

**FLYING AT SHATIN, KOWLOON,**

**ON SATURDAY, SUNDAY AND MONDAY,**

**the 18th, 19th and 20th March, 1911,**

**from 2 P.M. each day.**

**HIS EXCELLENCY THE GOVERNOR**

**of Hongkong and LADY LUGARD,**

**Vice-Admiral SIR A. L. WINSLOW, Major-General and Mrs. C. A. ANDERSON** have

kindly consented to be Patrons of the Meeting.

Extra Aviation Trains will run every Aviation Day from 10 A.M. Only Holders of Aviation Tickets can be carried in such Trains.

By Permission of the Government admission to the Aviation Grounds by Ticket only.

**PRICES OF ADMISSION:**

Club Enclosure, 1 day ticket \$5.00

Club Enclosure, Ladies' season ticket \$5.00

Club Enclosure, Gent's season ticket \$10.00

1st Class Enclosure, 1 day ticket \$3.00

2nd " " " " " " " " \$2.00

3rd " " " " " " " " \$1.00

4th " " " " " " " " 0.50

Admission to the Aeroplane Garage in the forenoon only from 9 to 11 each day. (Holders of season tickets free.) Admission 50 cents.

For schools or corporations special arrangements can be made.

To be able to provide the necessary seating accommodation for the public, intending visitors are kindly requested to book their tickets in advance with Messrs. Moutrie & Co., Ah Tack, Sincere & Co., Wing On Co., King Edward Hotel, Empire Cinema, Connaught Aerated Water Factory, The Kowloon Ferry and Railway Station.

**PROGRAMME—1st DAY,**

**SATURDAY, 18th March, 1911.**

2 P.M.—First Aeroplane flight in Hongkong Territory. Dipping-sail of the aviator in front of H. B. M.'s Representative, H. B. the Governor of Hongkong, while Band plays National Anthem.

2.30 P.M.—Prize given by the Managers of the Far East Aviation Co. for an exhibition of diving from a height to the ground, giving the impression of a dangerous fall.

3 P.M.—Prize given by the Commodore for the first flight with a Chinese Passenger in Hongkong.

3.30 P.M.—First aviation lesson in the air to an Army Officer of Hongkong Garrison.

4 P.M.—Flight with Passenger. A ride in the Aeroplane costs \$75. Applications must be addressed to the Manager, accompanied by cash or cheque.

The Programme is subject to change according to atmospheric conditions. If, on any account of bad weather or accident, flying is prevented, notices will be posted at the ticket-selling boxes, and a blue flag will fly on the flagstaff of Messrs. Moutrie & Co., where a red flag will fly when flying is certain.

Tickets already bought for that day will be available for the next aviation day.

According to the aviator's contract he cannot be forced to undertake a flight if weather conditions are unfavourable. His contract is fulfilled when under unfavourable weather conditions he makes only a few minutes' flight a day.

**THE FAR EAST AVIATION CO.,**

**R. OFFER, Manager.**

Office, 33, Queen's Road Central.

Hongkong, 14th March, 1911. [447]

**NOTICE TO CONSIGNEES**

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE Steamship**

**"LIGHTNING,"**

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 15th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from **SINGAPORE** and **PENANG** are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Bills of Lading have been effected.

Bills of Lading will be countersigned by the undersigned.

**DAVID SASSOON & Co., Ltd.,**

Agents.

Hongkong, 13th March, 1911. [442]

**G. R.**

1911-12.

**SEALED TENDERS** in Duplicate will be received at the R.N. Hospital until 10 A.M. on the 22nd March, 1911, from persons desirous of supplying Beef Mutton, Fowls, Pork, Bread, Cheese, Parsley, Milk, Aerated Waters, Ice, and other provisions and necessaries for the year ending 31st March, 1912.

Sealed Tenders in Duplicate will also be received for Coal (Aikaiko and Yubari). Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any Tender is reserved.

**I. L. BARRINGTON,**

Deputy Inspector General.

R.N. Hospital.

Hongkong, 13th March, 1911. [438]

**To**

**Mr. LO LIM YUEK,**

**To all to whom it may concern.**

**NOTICE IS HEREBY GIVEN** that the

Power of Attorney dated the 1st August, 1907, purporting to be given by me together with others to the above-named **LO LIM YUEK**, of the Portuguese Colony of Macao, Gentleman, has so far as I am concerned This Day been cancelled and revoked by me.

**LO LEUNG SHI,**

of

No. 18, Pan Cheung Temple, Macao.

Witness:

**STANLEY S. MOORE,**

Solicitor.

Hongkong, 10th March, 1911. [440]

**OXFORD LOCAL EXAMINATIONS.**

**ENTRY FORMS OF JULY EXAMINATION** will be received by the

Undersigned up to **WEDNESDAY**, the 15th inst., at Noon.

**E. RALPHS,**

Hon. Secretary.

(Queen's College).

Hongkong, 9th March, 1911. [424]

## PUBLIC COMPANIES

## CHINA SUGAR REFINING CO., LTD.

## NOTICE

**THE THIRTY-THIRD ORDINARY**

**ANNUAL MEETING OF THE SHARE-**

**HOLDERS** in the above Company will be held at the Office of the General Agents, Pedder's

Street, on **THURSDAY**, the 16th March, at

Noon, for the purpose of receiving the

Report and Statement of Accounts for the

year ending 31st December, 1910.

The **TRANSFER BOOKS** of the Company

will be **CLOSED** from the 3rd to 15th March,

both days inclusive.

**JARDINE, MATHESON & Co., Ltd.,**

General Agents.

Hongkong, 24th February, 1911. [368]

**LUZON SUGAR REFINING COMPANY, LIMITED.**

**NOTICE.**

**THE TWENTY-NINTH ORDINARY**

**ANNUAL MEETING OF THE SHARE-**

**HOLDERS** of the above Company will be held at the Office of the General Agents, Pedder's

Street, on **THURSDAY**, the 16th March, at

12.30 P.M., for the purpose of receiving the

Report and Statement of Accounts for the year

ending 31st December, 1910.

The **TRANSFER BOOKS** of the Company

will be **CLOSED** from the 3rd to 15th March,

both days inclusive.

**JARDINE, MATHESON & Co., Ltd.,**

General Agents.

Hongkong, 24th February, 1911. [369]

**THE CHINA-BORNEO COMPANY, LTD.**

**NOTICE TO SHAREHOLDERS.**

**THE EIGHTH ORDINARY YEARLY**

**MEETING OF SHAREHOLDERS** of the

above Company will be held at the Com-

pany's Office, 88, George's Buildings, at 12.15

P.M. on **TUESDAY**, the 28th March, 1911,

to receive a Statement of Accounts to the

31st December, 1910, and the Report of the

General Manager and Consulting Committee

and to elect a Consulting Committee and

Auditor.

The **TRANSFER BOOKS** of the Company

will be **CLOSED** from 14th March to 28th

March, both days inclusive.

**THE CHINA-BORNEO Co., Ltd.,**

**W. G. DARBY,**

General Manager.

Hongkong, 9th March, 1911. [428]

**HONGKONG CLUB.**

**NOTICE.**

**THE TWENTY-FIFTH YEARLY**

**GENERAL MEETING** of the

**HONGKONG CLUB** will be held in the Club

House, **TO-DAY (TUESDAY)**, the 14th March,

1911, at 5.15 P.M.

By Order.

**JAMES CRAIK,**

Secretary.

Hongkong, 6th March, 1911. [412]

**HONGKONG CLUB.**

**NOTICE.**

**THE NINETEENTH HALF-YEARLY**

**DRAWING OF SIXTY-FIVE DE-**

**BENTURES** (1896 issue) of the **HONGKONG**

**CLUB**, Payable on **FRIDAY**, the 31st March,

1911, will be held at the Club House at 11 o'clock

A.M. on **FRIDAY**, the 17th March, 1911.

Bearers of Debentures are invited to attend



## NOTICES TO CONSIGNEES

NORDDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"COBLENZ"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 8th March, 1911. [5]

NORDDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"LUETZOW"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo  
Ex S.S. "Q. B. ROLO" from Venice.  
Ex S.S. "KONIG" from Bombay.  
NORDDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 9th March, 1911. [5]

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE "HANSA" Steamship

"RHEINFELS"  
Captain Balbo, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex S.S. "Michel" from Bordeaux.  
Ex S.S. "Götterburg" from Göteborg.  
Ex S.S. "Carl" from Stettin.  
Ex S.S. "Juri" from Ahus.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 10th March, 1911. [432]

SOCIETA ANONIMA NAZIONALE DI  
SERVIZI MARITIMI  
SEDE IN ROMA.

## NOTICE TO CONSIGNEES.

## FROM BOMBAY AND SINGAPORE.

## THE Steamship

"CAPRI"  
having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 19th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

No Fire Insurance has been effected.  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 10th March, 1911. [4]

## 報新外中港香

CHUNG NGOI SAN PO  
(Chinese Daily Press),

PUBLISHED DAILY,  
Is the oldest and still immeasurably the best  
Advertising medium among the  
Native Community.

Established for over FIFTY YEARS  
Circulates largely throughout Southern China  
(Indo-China, etc.)

Terms for Advertising (Translation free) can  
be obtained at the Office, 10A, Des Voeux Road  
Central, Hongkong, 131, Fleet Street, London,  
or from the different Agents.

Documents translated from or into Classical  
or Colloquial Chinese.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

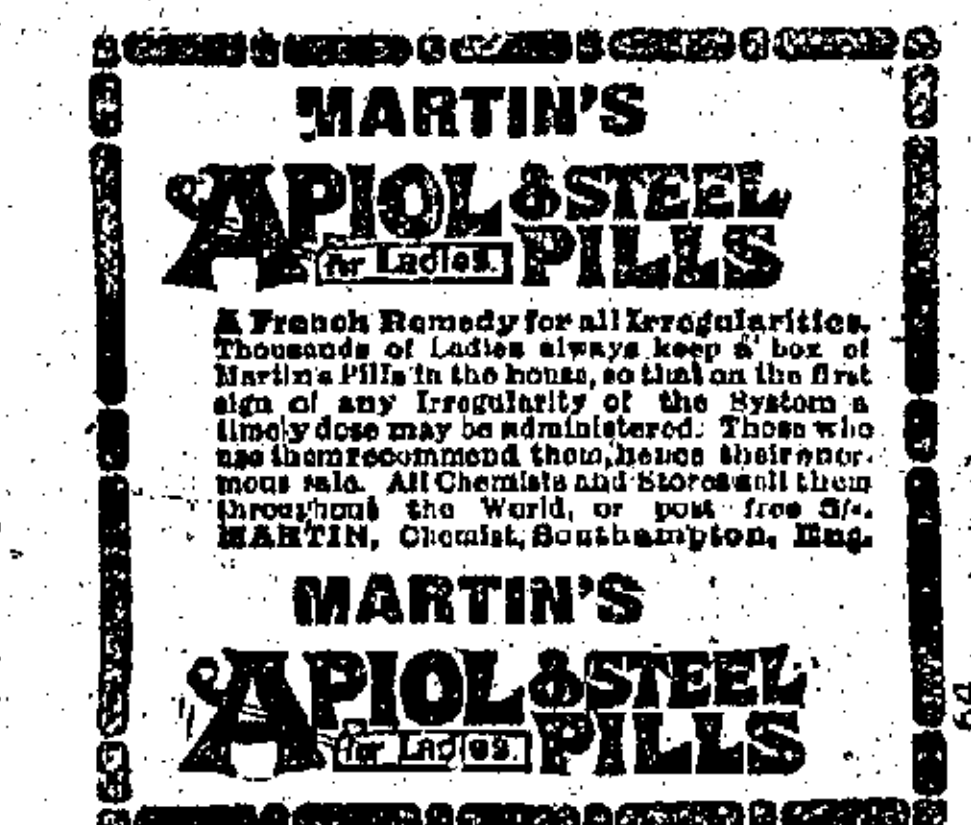
150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS.



BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to  
produce the purest, freshest Soda Water  
obtainable.

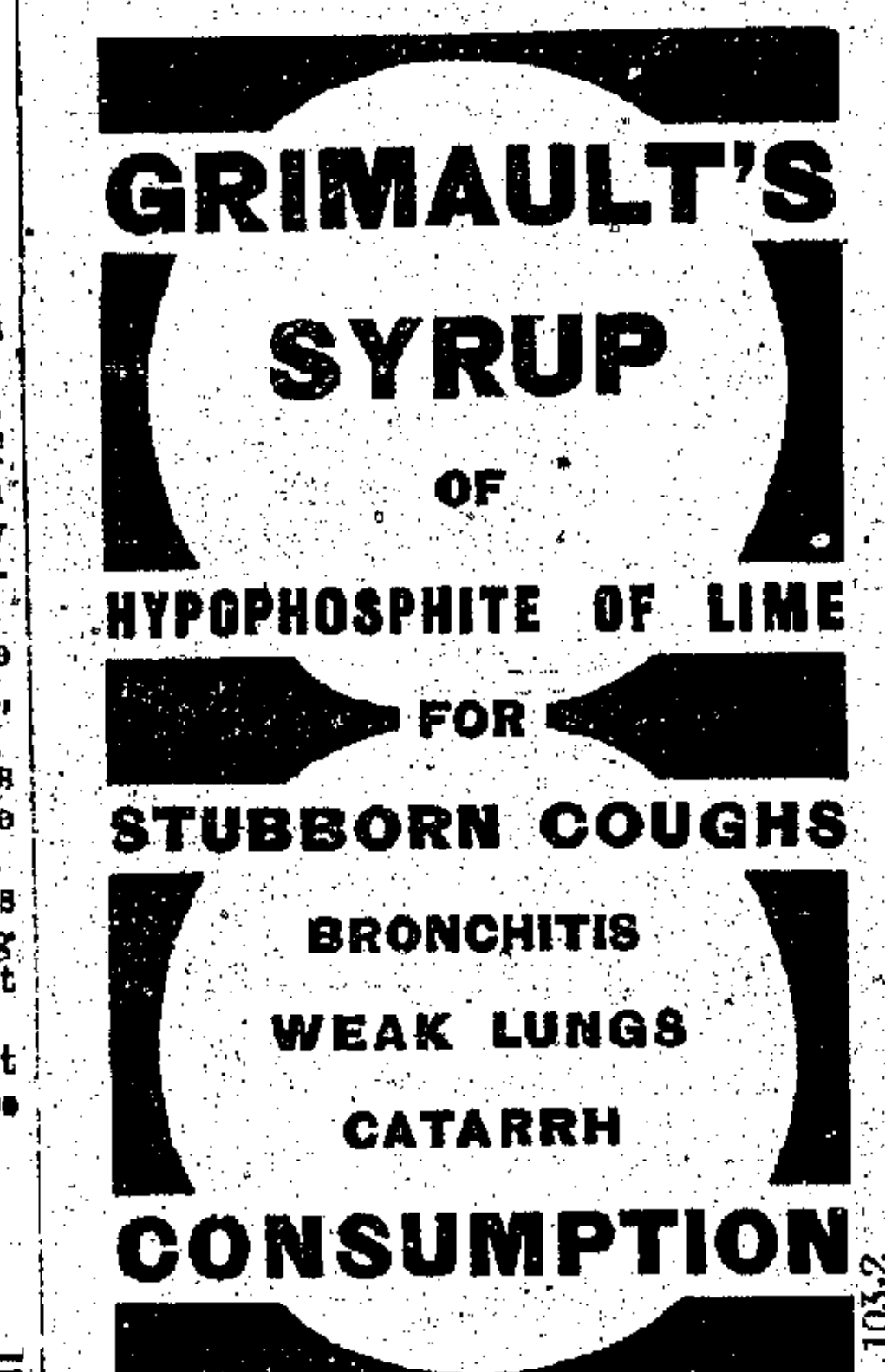
SAFER AND CHEAPER  
SOLD BY ALL STORES.  
SYPHONS ... at \$2.00 each.  
BULBS ... at 0.90 per box.

WHOLESALE BUYERS:  
Can obtain at London price from

KWANG SANG HONG, LTD.,  
WHOLESALE AGENTS,  
246 & 248, Des Voeux Rd. Cent., HONGKONG.

行發總  
司公限有行生廣港香

[386]



ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to  
Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
the dates of return Mails.

Mounted on Card ... 30 Cents  
On Paper ... 20  
On Sale at the Hongkong Daily Press  
Office,  
Hongkong, 6th February, 1911.

THE CATHAY TRUST, LTD.,  
SHANGHAI.

(Continued from page 8.)

At the same time the Trust had bought shares  
for cash and sold some forward, to the value of  
about five lacs.

2. At the time the Stock Exchange cheque  
was handed over, the Trust had nearly 17 lacs in  
the Bank, and also possessed 34,600 Ziangbo  
shares.

3. The total value, at making up prices of the  
June settlement, of the shares held by the Trust  
against the 17 lacs referred to above, was about  
thirty-three lacs: the same shares would, on the  
3rd ultimo, have been worth about 17 lacs  
according to the slip rates of that day.

4. The loan has now been reduced to approxi-  
mately Tls. 1,264,000, against the Trust holds  
shares which on the 16th ultimo were valued at  
nearly 34 lacs, and sundry guarantees to-  
talling ten lacs; against these guarantees, se-  
curity for nearly one lac has been put up, whilst  
one guarantor has hypothecated the margin on a  
loan to him as further security against his  
guarantee, the making the total security in  
hand against the guarantees a figure of rather  
more than 23 lacs.

At the time the loan was made, we are of  
opinion that it was most important the Trust  
should do everything possible to conserve the  
value of the securities held, and we therefore  
think that the Board may have had a certain  
amount of justification for making the Stock  
Exchange loan. We should point out it is  
obvious the numerous loans made on June 21  
had been arranged previously.

We cannot now determine what would have  
been the result had the June settlement fallen  
through, but we are convinced such an event  
must have had a very bad effect, not only on the  
market for shares, but also on the financial posi-  
tion of most of the clients of the Trust. At  
the time of the settlement the China Yaw  
failure was not so far as we know, anticipated,  
and our judgment this failure has been, in a  
great measure, responsible for the decline in  
value of securities since June 21st.

We are, dear Sir,

Yours faithfully,

(Sgd.) F. N. MATTHEWS.

G. H. & N. THOMSON.

Next he came to the question of law. The first  
point he proposed to deal with was whether the  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

his suggestion that the brokers approached the  
Company. In this connection it was important  
to consider the suggestion that the most profit-  
able business of the Company consisted in the  
purchase of shares for cash, and the sale of them  
for future delivery, and vice versa, as being the  
safest method of earning interest at good rates.

Mr. Macleod went on to say that he had had  
the result of his investigations before the  
auditors, and also before Mr. Wadman, a large  
shareholder in the company. Mr. Wadman  
had previously expressed himself very strongly  
on the unsoundness of the loan having been  
made, although he admitted at the same time  
that he might, had he been one of the directors,  
have done what they did.

There was another question he had to deal with,  
and that was as to whether the company could  
claim from any director an account of profits to  
him arising out of the loan being made. He  
had come to the conclusion that there was only  
one claim, and it was not a very serious matter  
considering what Mr. Wadman, Mr. Clayton and  
Mr. Davidson were going to offer to do for the  
company. If any director did make a profit  
when acting for the company he must account for  
it, however fair or proper his action may  
have been.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised at the time by Mr.  
Jones, and he believed, rightly advised, that  
they had power to make this loan. By the  
Articles of Association, which were in the usual  
form, the Directors were not liable for any loss  
unless it happened from their own willful act or  
default. For the Company to succeed in a  
claim it would be necessary to show that the  
Directors or Directors acted negligently.

Next he dealt with the question of damages. The  
Company had a claim for damages in respect of  
any loss sustained. The loan was not ultra vires.  
The Company was advised







## RAILWAYS IN ASIA.

CONSUL-GENERAL ANDERSON ON  
SCHEMES IN THE SOUTH-EAST.

In a recent report, Mr. G. H. Anderson, American Consul-General of Hongkong, says that in their more far-reaching connections and results, the railway enterprises of South China are even more important than those of North China. The work now being done or likely to be done in the general railway development of this portion of the Chinese Empire is under the control of French and British interests, the French by reason of the railway connections to be made with Indo-China through the province of Yunnan, and the British through the connections possible by way of Burma. Between the two there appear to be few chances for other countries securing any business for while few concessions for railway construction in Chinese territory are outstanding, the French and British interests have the surrounding country so well under control in the way of railway construction that when concessions are granted foreigners for the construction of lines in Chinese territory they will, perforce, go to those controlling the connections to be made.

## OPENING UP YUNNAN.

What part these railways are to have in the development of Asia can readily be understood after reading the following article for publication in the *National Review*, a Chinese-British publication. Yunnan, which is about half the area of France, but with only about one-eighth of France's population, owes its present-day prominence to its geographical position in relation to the spread of railways in south-eastern Asia. The north-western boundary of Yunnan touches Tibet, thence it goes south and fringes Assam, Burma, Siam, and Tongking. Across Yunnan are the shortest land routes between the British and French India and China. The route from Canton to Calcutta, via Yunnan, is 1,600 miles, compared with 4,000 miles by sea through the Straits of Malacca. To take a long view, the Yunnan line will form an important section on the great trunk railway now assuming shape across southern Asia, which will link Canton with the European system at Constantinople, and with that of Africa at Cairo. Of this great trunk railway, fully 5,000 miles in length, about 3,500 miles are either already in operation or under construction; and the greater part of the remainder of the distance has been surveyed and projected. The main line of this route, as at present existing, runs from Kweichow, on the Arabian Sea, across Northern India to Assam. From that point it forks into two branches, both of which impinge upon Yunnan. The more northerly branch reaches Sadiya, on the border which divides Tibet, China, and Burma, most at the point where the Brahmaputra, descending from the heights of Tibet, turns sharply in its course to roll onward through the plains of Bengal.

## BRAHMAPUTRA TO YANGTZE-KIANG.

This Sadiya branch is meantime of importance because of the coal-fields to which it gives access, and its continuance into Yunnan would create a connection between the Brahmaputra and the upper navigable waters of China's great river, the Yangtze-kiang—from which Sadiya is less than 400 miles distant—but the other branch referred to is more likely to form the main route through Yunnan to the east. It leaves the existing line about 150 miles north of Mandalay and runs to Bhamo on the Chinese frontier. From Bhamo, or from Kun-oh, on the same frontier, to which a third branch runs from Mandalay, the British Government has the right to extend the lines through Yunnan and to the Yangtze. The only railway actually tapping the province of Yunnan across which all the immensely important connections noted must be made is the French line, opened to traffic on April 1st last, from Haiphong on the Gulf of Tongking to Hanoi, thence to Luoi-kai on the Chinese frontier and on to Yunnan-fu, the capital of the province, a distance of about 450 miles from the starting point. Yunnan-fu is likely to be the junction point for all of the lines across south Asia.

MR. CHAMBERLAIN ON IMPERIAL  
UNION.

## AN HISTORIC LETTER.

Following is the text of the letter which Mr. Chamberlain addressed to the Tariff Commission—

"40, Princess-gardens, S.W."

"February 8th, 1911."

"Gentlemen,—I learn that the Tariff Commission meet on Thursday morning for the further consideration of the report on Preference which they have drawn up in response to the request made by me in my letter of November 5th.

"When this is completed we shall have provided all that is requisite for the working out of a scheme of Preference with our Dominions across the seas.

"I am more than ever convinced that without Preference we cannot hope to maintain and develop the unity of the Empire. Since the Tariff Commission first undertook the work, however, we have had to take account of new arrangements with foreign countries; and now have to consider the proposed Reciprocity Agreement with the United States of America. Without presuming to offer advice to the people of Canada about their own affairs, I cannot help feeling that they are rather hasty in their attitude. I wish they might at least have waited till the meeting of the Imperial Conference, which is now fixed for May, in this year, when an opportunity of discussing a principle of such Imperial importance with the representatives of the other self-governing Dominions would have presented itself, and when the question of Preference might be fully considered.

"There is, moreover, another aspect to be taken into consideration. It should not be lost sight of that the ratification of this agreement would mean a radical change in the policy of Canada, which has hitherto been an independent and a national one, and its results may be far-reaching, but whatever be the outcome of the present situation, the cause of Imperial Preference must not be abandoned.

"There must be no whitening away of a policy which we believe essential to Imperial Union, and those of us who have devoted ourselves to the furtherance of this great ideal in the country are bound to see to it that nothing, which has happened shall weaken our aspirations and render our work vain. The fight must be carried on with unabated vigour and confidence.

"In the meantime I am very grateful to the Tariff Commission for their previous inquiries into the details of a tariff, and I am sure that the information they have obtained will not be thrown away, for I believe our efforts are destined to be crowned with success.—I am, gentlemen, yours faithfully,

"J. CHAMBERLAIN."

CROSSLEY BROTHERS, LTD.  
OPENSHAW, MANCHESTER.

MAKERS OF:

GAS &amp; OIL ENGINES,

MARINE ENGINES,

MOTORS &amp; MOTORS,

CARS,

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL,

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

PLANTS, &amp;c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT  
WORK IN THE COLONY.

AGENTS FOR HONGKONG &amp; SOUTH CHINA:

W. R. LOXLEY &amp; CO.,

YORK BUILDINGS.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINCESS ALICE" Capt. P. GROSCH	20,300	Wed'ay, 22nd Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST" Capt. O. PARNKE	17,000	About 22nd March.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENTZ" Capt. H. REGENBERG	6,750	Saturday, 25th Mar., at D'light.
KUDAT & SANADAKAN	"BORNEO" Capt. F. SEMMILL	5,050	End of Mar.
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. F. ISKKE	6,100	About 4th April.

All the Steamers of the European Line are fitted with Wireless Telegraphic.  
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th March, 1911.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.  
Capt. P. GROSCH."LUETZOW" - 17,300 - ON APRIL 5TH.  
Capt. B. WILHELM."KLEIST" - 17,000 - ON APRIL 19TH.  
Capt. O. PARNKE.CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.All the Steamers of the European Line are fitted with Wireless Telegraphic.  
New System of Telefunken.Early booking recommended.  
For Particulars, apply toMELOCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 10th November, 1910.

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

Alcority, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Hongkong.

Astram, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Westinghouse, Shanghai.

Britonart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, i.e., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gay, V.C., Hongkong.

Jart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Moore, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. St. J. Parguehar, cruising.

Kinsale, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. 177, Yangtze.

Medlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Lt. Comdr. F. A. Reynolds, Hongkong.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Whinlose, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., on route to Singapore.

Moohua, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Col. G. F. Leith, West River.

Newcastle, 2nd class cruiser, 4,00 tons, turbine, Captain George P. E. Hunt, D.E.O., M.V.S.

Nightingale, river gunboat, 35 tons, 240 h.p., Lt. Comdr. Claude Hillier, Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Sandpiper, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tumar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hall, Hongkong.

Waterlily, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 390 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS. January to June  
1910. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 10th June, 1910.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE and YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HERCULES"	3,789	Wilhelmsen	On 8th April.
"STRATHLYON"	44,00	J. R. Shaw	On 15th April.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

KING'S BUILDING, (Opposite Blake Pier).

FRED J. HALTON,  
AGENT.

[49]

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
MARMOHA	10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21	
DEVANHA	8000	April 1	MOLDAVIA	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA	10000	May 13	May 19
ASSAYE	7500	April 29	MOBEA	11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON \$71.10 SINGLE - \$106.14 RETURN.  
2nd " 48.88 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
• NORE	about	about
• PAITAWAN	March 22	May 9
• BORNEO	April 5	May 22
• SICILIA	April 19	June 5
• SUMATRA	May 17	July 3
• NILE	May 31	July 17
	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON (Including Surtax):  
1st SALOON \$55.00 SINGLE - \$82.10 RETURN.  
2nd " 33.10 " 57.14

\* Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

[423]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Mar., 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 30th Mar., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, 13th March, 1911. PHILIPPINES S.S. Co. [15]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK and SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG and VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	On 19th March.
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	On 10th April.

For Further Particulars, apply to

MELOCHERS & CO.,  
AGENTS.

Hongkong, 4th March, 1911.

[6]

SWEDISH EAST ASIATIC  
CO., LTD.

GOTHENBURG.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDINGS, TOP FLOOR.

Hongkong, 23rd February, 1911.

[46]

VISITORS AT HOTELS.

HONGKONG HOTELS.

Rev. & Mrs. O. Allen	Mr. G. M. Luck
Mr. & Mrs. D. P. Allen	Mr. G. T. Lloyd
and maid	Mr. W. Logg
Mr. J. I. Andrew	Mr. J. G. Lowe
Mr. G. E. Armstrong	Mr. S. Lewis
Mr. F. W. Aston	Mrs. Lubbock & maid
Mr. J. Aschrott	Mr. E. E. Lubbock, R.N.
Mr. and Mrs. J. H. Backhouse	Mrs. Lubbock
Mr. & Mrs. C. G. Bartlett	Mr. E. Macarag
Mr. H. Brian Bates	Mr. E. Macarag
Mr. L. Bookingsale	Mrs. K. A. Massey
Capt. A. H. Best	Mr. O. Mayer & valet
Mr. and Mrs. N. F. Blanche	Col. & Mrs. McIntyre
Mr. H. Bohler	Mrs. D. McMillan
Mr. J. W. C. Bonnar	Mr. & Mrs. J. Moir
Mr. F. Bonnet	Mr. E. Macarag
Mr. and Mrs. C. Van den Born	Mr. E. C. Mitchell
Mrs. de Bourbel & maid	Mr. C. Mordhorst
Mr. F. Brofield	Mr. A. B. Moulder
Mr. & Mrs. K. O. Burdick	Mr. P. W. L. Nanninga
Mrs. Carter	Mr. A. Nanavolarto
Mr. M. E. Cawer	Mr. L. C. Needham
Mr. P. T. Chivers	Mr. E. J. Nicol
Mr. W. E. Clarke	Mr. W. North
Mrs. A. S. Cobden	Mr. and Mrs. F. D. Northdunbo
Mr. H. L. Condon	Mr. V. d'Oettingen
Mr. Cotter	Mr. J. C. Ogden
Mr. & Mrs. Crosby	Mr. J. L. Parks
Mr. & Mrs. Danby & inf.	Mr. J. M. Paritt
Mr. & Mrs. W. G. Darby	Mr. A. E. Phillips
child & amah	Mr. A. Pinn
Mr. E. Davidson	Mr. L. E. Pinkham
Hon. Mr. W. Rees Davies	Mr. E. Potts
Mr. W. C. Drew	Mr. E. Powell
Mrs. E. Eckhouse	Mr. W. T. Pritchard
Baron & Baroness Van Ekvald & family	Mr. E. H. Ray
Mr. and Mrs. H. C. Ehrenfels	Mr. and Mrs. J. Raymond
Mr. P. Erticknap	Mr. & Mrs. Van Lee, nurse & child
Dr. Erticknap	Mr. & Mrs. A. C. Reiss
Mr. H. G. Fisher	and maid
Mr. J. Forester	Mrs. Riley
Mr. & Mrs. Fry & infant	Mrs. W. P. Robinson
Denman Fuller	Mr. C. H. Ross
Mr. J. M. Gallagher	Mr. & Mrs. Sander
Mr. V. Goulbourn	Dr. K. Schultz
Mrs. J. Gould	Capt. Ainsworth Scott
Mr. and Mrs. W. D. Graham	Mrs. M. Seagrave
Mr. E. Gustafson	Mr. Y. H. Simmonds
Capt. T. P. Hall	Mr. & Mrs. S. Sinclair
Mr. J. C. Hamilton	Mr. E. H. Smith
Mrs. C. Hammond	Mr. H. H. Solomon
Mr. E. D. Harvey	Dr. & Mrs. A. J. Spalding
Mr. J. F. Haslam	Mr. C. S. Spyer
Mr. J. H. Hastings	Mr. J. Spittles
Mrs. Haslam	Miss A. Square
Mr. & Mrs. G. Hedeman	Mr. & Mrs. C. R. Staines
Hon. Mr. & Mrs. E. A. Hewett	Mr. L. Standfield
Mrs. Holden	Mr. J. A. Sloan
Mrs. M. Hohmann and children	Mrs. S. Sloan
Mr. C. Humphreys	Mr. Sugden
Mr. H. Innes	Mr. P. J. Sullivan
Mrs. C. M. Jack	Mr. P. G. Sullivan
Mr. A. J. Jensen	Mr. H. W. Sullivan
Mr. E. V. Joseph	Mr. E. G. Sutcliffe
Mr. S. A. Joseph	Mr. & Mrs. F. M. Swann
Mr. M. A. Joseph	Mr. and Mrs. M. L. L.
Mr. & Mrs. E. Kadourie	Mr. F. Vessing
Dr. & Mrs. E. Kadourie	Mr. C. E. Watkins
Dr. & Mrs. Kelly	Mrs. M. L. Walker
Mr. J. F. Kendrick	Baroness Wedel
Miss Klautner	Wedelaby
Mr. P. H. Klimansk	Mr. W. Vett
Mr. H. M. Klingner	Mr. & Mrs. H. J. H. White
Mr. & Mrs. W. D. Kraft	Mr. D. White
	Mr. G. G. Wood
	Mr. J. B. Wood
	Mr. E. O. Wright

KING EDWARD HOTEL.

Mr. & Mrs. E. A. Aucott	Mr. J. W. Hunter
Mrs. M. Baker	Mr. King







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	DEVANHA Capt. H. Powell	About 16th Mar.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 17th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MARMORA Capt. G. C. H. Weston	Noon, 18th Mar.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips, R.N.R.	About 22nd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cockman, R.N.R.	About 23rd Mar.	Freight only

Hongkong, 14th March, 1911.

E. A. HEWETT,  
Superintendent

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 14th Mar. Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 14th Mar. 4 P.M.
SHANGHAI	"ANHUI"	On 16th Mar. 4 P.M.
TSINGTAI and NEWCHWANG	"SHANSHI"	On 17th Mar. 4 P.M.
SHANGHAI	"CHENAN"	On 18th Mar. 4 P.M.
TSIENTSIN	"KUEICHOW"	On 20th Mar. 4 P.M.
MANILA, CEBU and ILOILO	"TIAN"	On 21st Mar. 4 P.M.
SHANGHAI	"CHINHUA"	On 23rd Mar. 4 P.M.
MANILA, CEBU and ILOILO	"LEIAN"	On 25th Mar. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"KAIFONG"	On 28th Mar. 4 P.M.

### DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Load Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 14th Mar. Noon.
SHANGHAI	"WINGSANG"	Friday, 17th Mar. Noon.
SHANGHAI	"WAISHING"	Saturday, 18th Mar. Noon.
MANILA	"YUENSANG"	Saturday, 18th Mar. 2 P.M.
SHANGHAI, KOBE and MOJI	"POOKSANG"	Monday, 20th Mar. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed. day, 22nd Mar. Noon.

### RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "MAUSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Khat, Lahad, Datur, Simporna, Two Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGER.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 14th Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Pashmore	FRIDAY, 17th Mar., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 A.M.

### FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WED. DAY, 15th Mar., at 11 A.M.
		SUNDAY, 19th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS

Hongkong, 14th March, 1911.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

#### HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SENEGAMBIA	S.S. SILESIA
S.S. SUEVIA	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. BAYERN	S.S. SAMBIA
S.S. BREITENFELS	FOR BREMEN, HAMBURG & ANTWERP:
S.S. SCANDIA	S.S. AMBRIA
S.S. SLAVONIA	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SAXONIA	S.S. PREUSSEN
	FOR ROTTERDAM & HAMBURG:
	S.S. ALESIA
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. RHEINFELS

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 10th March, 1911.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada	7,000	WED. DAY, 15th March, at Daylight
	KANAGAWA MARU Capt. C. H. Butler	7,000	THURSDAY, 23rd March
	HIRANO MARU Capt. H. Fraser	9,000	WED. DAY, 29th March, at Daylight
	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th March, from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawan	7,000	TUESDAY, 28th March, at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 25th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	5,000	FRIDAY, 17th March, at Noon
SHANGHAI, MOJI, and KOBE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU Capt. J. Teranaka	5,000	WED. DAY, 15th March
	NIKKO MARU Capt. M. Yagi	6,000	WED. DAY, 15th March, at Noon
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 16th March, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Mosker	7,000	TUESDAY, 21st March

### PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave H.K.	To London, per New Steamer	1st Class	2nd Class	3rd Class
IYO MARU	7000	15th Mar.	"	£ 550.00	£ 325.00	£ 225.00
HIRANO	9000	29th "	"	"	"	"
TAMBA	8000	12th April	"	"	"	"
KAMO	9000	26th "	"	"	"	"
ARI	7000	10th May	"	"	"	"
MISHIMA	9000	24th "	"	"	"	"

### VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	To Pacific Coast Common Points	1st Class	2nd Class	3rd Class
INABA MARU	7000	28th Mar.	"	£ 230	£ 221	£ 150
TAMBA	7000	25th April	"	"	"	"
AWA	7000	23rd May	"	"	"	"

For further information as to Freight, Passage, Sailings, &c., apply to  
T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24-MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.  
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

### INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.

THESS "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON: via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO: via New York. £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—15, DES VOEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

CHINESE OFFICE—LUDGATE CIRCUS, LONDON, E.C.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
CHIYO MARU	11,000	W. W. Greene	FRIDAY, April, 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	11,000	E. Bent	FRIDAY, May 12th, 1 P.M.

† Triple Screws, turbine engines. ‡ Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 P.M.

### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
BUYO MARU	10,600	K. Eshimoto	WED. DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinojima	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG:

to SAN FRANCISCO	£ 45.0-0, Single
" NEW YORK	£ 60.0-0, "
" LONDON	£ 71.10-0, "
" SALINA CRUZ or MANZANILLO	£ 120.0-0, Return 6 Months
" VALPARAISO	Yen. 420.00, Single
	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED. DAY, 22nd Mar., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING and TAKAO	"SHINCHIKU MARU"	TUESDAY, 14th Mar., at 5 P.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED. DAY, 15th Mar., at 8 A.M.
TAMSUI via SWATOW, AMOY & FOOCHOW	"DAIJIN MARU"	SUNDAY, 19th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 23rd Mar., at 8 A.M.



# GEORGE SCHUSTER, MARKNEUKIRCHEN,

(GERMANY).

A Small Sample Lot of  
MUSICAL INSTRUMENTS, VIOLINBOWS, ETC.  
FOR SALE.

At Reduced Prices in Order to Clear the Sample Stock.  
PLEASE APPLY TO THE SOLE AGENT:

## HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Quarantine restrictions at Shanghai have now been withdrawn on arrivals from Dairen. Mail Steamers will leave Shanghai twice a week, on Tuesdays and Saturdays.

The *Devanha*, with the English Mail, left Singapore on Saturday, the 11th inst., at 8.30 a.m., and may be expected here on or about Thursday, the 16th inst., at 6 a.m. This packet brings Parcel Mails closed in London for despatch by the all sea route on the 8th of February, and for despatch overland on the 14th of February.

The *Siberia*, with the American Mail, will be due to arrive here on Wednesday, the 15th inst., at 6 a.m.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haitan	Tuesday, 14th, 10.00 A.M.
Swatow, Amoy and Foochow	Maseang	Tuesday, 14th, 10.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Tyngas	Tuesday, 14th, 10.00 A.M.
Pakhoi and Haiphong	Hanoi	Tuesday, 14th, 10.00 A.M.
Hoihow and Haiphong	Kangkong	Tuesday, 14th, 10.00 A.M.
Singapore, Penang and Bombay	Cape	Tuesday, 14th, 10.00 A.M.
Saigon	Kagoshima Maru	Tuesday, 14th, 10.00 A.M.

### EUROPE, &C., INDIA VIA TUTICORIN

(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Bangkok	Rajah	Tuesday, 14th, 11.00 A.M.
Manila	Sui Tai	Tuesday, 14th, 1.15 P.M.
Manila, Cebu and Iloilo	Tamang	Tuesday, 14th, 3.00 P.M.
Singapore, Penang and Colombo	Iyo Maru	Tuesday, 14th, 5.00 P.M.
Swatow, Amoy and Amoying	Sosha Maru	Tuesday, 14th, 5.00 P.M.

Swatow, Amoy and Foochow	Tauareg	Wednesday, 15th, 8.00 A.M.
Manila, Cebu, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dairin, Melbourne, Adelaide, Perth and Fremantle	Yawata Maru	Friday, 17th, 10.00 A.M.
Shanghai	Wingsang	Friday, 17th, 11.00 A.M.
Shanghai	Nippon Maru	Friday, 17th, 11.00 A.M.
Shanghai	Marmora	Friday, 17th, 11.00 A.M.

### SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

Tientsin, and Newchwang  
Shanghai  
EUROPE, &C., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  
The Parcel mail will be closed on Friday the 17th inst., at 5 p.m.

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS

March 13th.	
ON LONDON:	Telegraphic Transfer 1/9 1/2
	Bank Bills, on demand 1/9 1/2
	Bank Bills, at 30 days' sight 1/9 1/2
	Bank Bills, at 4 months' sight 1/9 1/2
	Credits, at 4 months' sight 1/9 1/2
	Documentary Bills 4 months' sight 1/10
ON PARIS:	Bank Bills, on demand 227
	Credits, at 4 months' sight 231
ON GERMANY:	On demand 184
ON NEW YORK:	Bank Bills, on demand 433
	Credits, at 60 days' sight 443
ON BOMBAY:	Telegraphic Transfer 133 1/2
	Bank, on demand 134
ON CALCUTTA:	Telegraphic Transfer 133 1/2
	Bank, on demand 134
ON SHANGHAI:	Bank, at sight 74 1/2
	Private, 30 days' sight 75 1/2
ON YOKOHAMA:	On demand 88 1/2
ON MANILA:	On demand 88 1/2
ON SINGAPORE:	On demand 76 1/2
ON BATAVIA:	On demand 107 1/2
ON HAIIPHONG:	On demand 11 1/2
ON SAIGON:	On demand 11 1/2
ON BANGKOK:	On demand 86
SOURCE, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.90
BAR SILVER, per oz.	\$24.60

#### SUBSIDIARY COINS

Chinese	20 cents pieces	per cent
Chinese	10 "	\$7.93 discount
Hongkong	20 "	\$7.87
Hongkong	10 "	\$7.95

### SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 13TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$880, buyers
National Bank of China, Limited	99,925	\$7	all	\$85.5/- x d. \$80, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8.
China Bank, Limited	60,000	\$12	\$12	\$10, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$7 1/2, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5 1/2, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 49.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 62.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$7 1/2	\$6	\$19.
<b>DOCK AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$80	all	\$52, sal. x div.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$5 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 55.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 99.
<b>TELEGRAPH &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$3 1/2.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$200.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$23, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$105, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$64.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$157.
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$17 1/2, buyers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119.
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$37 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$338 x d. sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 55, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$830, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$205.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, x d. sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 97.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, buyers
<b>MINING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5.
Peak Tramways Co., Limited	25,000	\$10	\$1	\$13.
Philippine Co., Limited	50,000	\$10	\$1	\$14.
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$17.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$29, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, (L'don \$5.7.6.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$90/-
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$5	\$12.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$24, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
<b>RUBBER.</b>				
Para Rubber in London				6/3 per lb.
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annua	Pur. VERNON & SMYTH. Share-Holder.

#### TO-DAY

5.15 P.M.—Twenty-Fifth Yearly General Meeting of Hongkong Club.  
9 P.M.—"The Police" at Theatre Royal.

#### TO-MORROW

2.15 P.M.—Meeting of Licensing Board in the Council Chamber.

#### FORTHCOMING EVENTS.

Thursday, 16th March—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammert, Noon.  
Thursday, 16th March—Thirty-third Ordinary Annual Meeting of China Sugar Refining Co., Ltd., Noon.  
Thursday, 16th March—Twenty-ninth Ordinary Annual Meeting of Luzon Sugar Refining Co., Ltd., 12.30 P.M.  
Friday, 17th March—Nineteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.

Monday, 20th March—Annual General Meeting of Hongkong General Chamber of Commerce, City Hall, 4 P.M.  
Saturday, 25th March—Annual Dinner of Devonian Society, at Hongkong Hotel, 8 P.M.  
Tuesday, 28th March—Eighteenth Ordinary Yearly Meeting of The China-Borneo Co. Ltd., 12.15 P.M.  
Tuesday, 4th April—Extraordinary General Meeting of the Hongkong Fire Insurance Co., Ltd., Noon.

### PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil. "THE HONGKONG DAILY PRESS" turn out the Best Printing at Reasonable Price.

## A TOBACCO YOU CAN ENJOY.



## Old English CURVE CUT TOBACCO

### A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special vacuum process; it therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

### "IT DISAPPOINTS NO ONE"

Packed in tins containing 1 lb. with a handsome curved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

## THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its  
**STERILIZED NATURAL MILK.**  
A trial of which will satisfy you of its  
"EXCELLENCE."

**LARGEST SALE**  
in the  
**WORLD.**  
As a guarantee  
of Quality,  
see the  
**MILKMAID**  
on every Tin.

PRICE:  
20 Cents Per Tin.  
\$2.30 Per Doz. Tins.  
\$20.00 Per Case of 4 Doz. Tins.  
ON SALE AT:  
LANE, CRAWFORD & Co.  
KWAN TEE, Queen's Road Central.  
CHONG TEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAT STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Cause Road.



## COGNAC ★ ★ ★ ★

FINE CHAMPAGNE, SOFT AND DELICATE.

\$31.00 - PER CASE OF 12 BOTTLES.

Inclusive of Duty.

SOLE AGENTS IN HONGKONG:

## SIEMSEN & CO.

55-2

## BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.  
It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.  
It is washable three weeks after being applied.

It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

## WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

## FRANCE'S BEST BRANDY

IS

## MARTELL'S ★ ★ ★

FOR OVER 200 YEARS THE LEADING BRANDY  
IN THE WORLD.

USED IN HOSPITALS, CLUBS, HOTELS, &C., &C.  
ALL OVER THE WORLD.

SOLE AGENTS:

## H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 10th March, 1911.

[388]

#### FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &C.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST.  
is given in the  
**HONGKONG WEEKLY PRESS.**

with which is incorporated  
THE CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12 per  
annum. Postage \$2 to any part  
of the World.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.